

## **CLAIMS**

What is claimed is:

1                   1. A boarding ramp for forming a protective passageway for  
2     permitting loading of passengers from the ground exit of an airport terminal or  
3     vehicle to commuter aircraft having a door sill at a different height from the level of  
4     the terminal or vehicle , comprising at least one corridor unit having its rear end  
5     abutable to the terminal or vehicle at the exit thereof and at its forward end provided  
6     with a gang way selectively inclinable from the level of said terminal or vehicle to the  
7     door sill of the aircraft.

1                   2. The boarding ramp according to Claim 1, wherein a plurality of  
2     corridor units are arranged end to end in series, each corridor unit being formed of at  
3     least two sections having a U-shaped frame provided with a pair of transversely  
4     separated legs, a connecting roof support and a flooring brace at the lower end of the  
5     vertical legs on which a deck is located, the frame supports and flooring braces of one  
6     section being at a level different from those of the other sections allowing said  
7     sections to be telescoped one within the other.

1                   3. The boarding ramp according to Claim 2, having a transitional deck  
2     plage extending from the end of said corridor unit and pivotally connectable to the  
3     next corridor unit in said series to permit passengers to traverse thereover.

1                   4. The boarding ramp according to Claim 3, having roller means  
2     allowing said corridor units to be selectively moved over the ground between said  
3     ground exit of said terminal or vehicle and the aircraft.

1                   5. The boarding ramp according to Claim 4, wherein each corridor unit  
2     is provided with a protective covering sheltering said passengers.

1                   6. The boarding ramp according to Claim 1, wherein said at least one  
2     corridor unit comprises an elongated frame open at each end, and said gangway is  
3     housed in a corridor unit of increasing height from said at least one corridor unit to  
4     encompass the height of the aircraft door, and said gangway is pivotally attached at  
5     its rear end to the lower end of said frame at its rear open end and pivoted with means  
6     for elevating the gangway at its forward end to the height of the door sill of the  
7     aircraft.

1                   7. The boarding ramp according to Claim 6, wherein said gangway  
2     forms an inclined floor is covered with decking permitting the passengers to walk  
3     thereon.

1                   8. The boarding ramp according to Claim 6, wherein said gangway has  
2 a horizontal plate at its forward end which is selectively extendible outward of its  
3 front end to form a transition floor from said gangway into said aircraft.

1                   9. The boarding ramp according to Claim 8, including guide means  
2 cooperatively located on the frame of said corridor unit and said horizontal plate to  
3 maintain said plate horizontal as it is extendible.

1                   10. The boarding ramp according to Claim 6, wherein said means for  
2 elevating said gangway, comprising reversible motor means and transmission means  
3 operable remotely from said ramp.

1                   11. The boarding ramp according to Claim 10, wherein said  
2 transmission means comprise a pair of scissor levers located on each side of said  
3 corridor frame, the levers are guides in said frame at the lower ends thereof and  
4 movable in said guides by the transmission.

1                   12. The boarding ramp according to Claim 11, wherein said scissors  
2 are attached to said horizontal plate and said horizontal plate is pivotally attached to  
3 the end of said gangway, whereby the movement of said transmission is directed to  
4 both the horizontal plate and said gangway at the same time.